

PROGRAM STRATEGIES FOR STATEWIDE TRANSPORTATION PROGRAMS:

The Statewide Transportation Improvement Program is dynamic. As projects are developed, their estimated costs, and times to completion can change. However, underlying any project is an overall strategy, or “program,” for which it was selected. Programs are multi-year plans for both the preservation and improvement of our transportation facilities. The long-range planning and programming process determines the level of investment for each transportation program.

Historically, projects are first selected, then developed, and then built. The time to complete each project varies and depends greatly upon its size and complexity. As projects become ready to build or implement, funding is directed to the project for completion. Some projects are simpler than others, such as ride-share programs within transit programs. But most projects follow the historical process of Plan, Design and then Construct. Below are the various transportation programs found in this document, along with a description of their purpose, their “strategy.”

State Bridge Preservation Program

INDOT’s Bridge Preservation Program is intended to rehabilitate and replace the state’s population of bridges on a systematic cycle. Bridges are inspected regularly for structural soundness and functionality. Those bridges that are in most need of service are then developed and repaired within this program.

Interstate Preservation Program

The Interstate Preservation Program is responsible for the strategic maintenance of the state’s Interstate highway network. This program not only considers the condition of a road and its bridges, but also congestion that may be created for interstate traffic due to construction. Projects are selected for this program more than five years in advance of construction, and then developed and built on a regular cycle using pavement management techniques.

Non-Interstate Preservation Program

The Non-Interstate Preservation Program has a similar role as the Interstate Program. However, the focus is on road networks other than the Interstate network. Projects are selected annually for development by INDOT’s districts based upon need. This program is also beginning to use similar pavement management techniques as those used by the Interstate Preservation Program.

Intelligent Transportation System Program

The Intelligent Transportation System Program is the newest of INDOT’s programs. As a result of the department’s understanding that roads cannot be the only solution to congestion, technology investments are being made to transfer traffic congestion information to drivers “real-time” to help them avoid delays. It is also expected to help reduce pollution. Currently the three major areas of investment are Northwest Indiana, Louisville and Indianapolis. Evansville is beginning to see ITS investments as well.

Toll Road Program

The Toll Road Program uses toll revenues to develop its program for the improvement of this corridor of interstate travel across the northern part of Indiana. Projects are identified with a focus along this road segment. Projects selected also utilize a pavement management methodology.

Highway Major Improvements & Expansion Program

Areas of the state are always developing and growing. The Major Improvement & Expansion Program answers the needs of areas which have grown beyond their current transportation networks. Beginning in 1997, INDOT received an increased amount of dedicated state funding for such specific major road improvements across the state. The projects were selected on a statewide basis and are now being implemented thanks to the additional funding.

Statewide Airport Administration & Improvements Program

The Statewide Airport Administration & Improvements Program provides for a variety of airport improvements. Among these are: Safety and Security projects, Preservation projects, Standards projects, Upgrade projects, and Capacity projects. All of these are selected statewide to benefit pilots, businesses and air travelers with safe and reliable air service.

Statewide Transit Administration & Improvements Program

The purpose of the Statewide Transit Administration & Improvements Program is to improve personal mobility and the quality of life through preservation and enhancement of passenger delivery systems. The INDOT Public Transit Section works closely with local communities on the funding of locally based transit operators. Federal aid is matched with state funds for operating subsidies, planning purposes and fleet purchases.

Department of Natural Resources & Institutions Program

Annually, INDOT provides \$4 million to the Department of Natural Resources and other state institutions for maintenance work. The projects are selected by DNR and/or identified to the Districts that prepare the projects for construction.

MPO (Group I) Program

Supporting the five largest metropolitan areas, the Group I MPO program is the dedicated program for investments in the Northwest Indiana, South Bend, Fort Wayne, Indianapolis and Louisville areas. Each of these areas has a metropolitan planning organizations (MPO) which is responsible for these projects. Projects are determined by joint decision-making at the local level.

MPO (Group II) Program

The Group II MPO program is also a dedicated program for large urban areas however, these urban areas have populations less than 200,000, and greater than 50,000. At this time, these areas include: Anderson, Bloomington, Elkhart/Goshen, Evansville,

Kokomo, Muncie, West Lafayette/Lafayette, and Terre Haute. Like the larger MPO program, projects in this program are determined by decision-making at the local level.

Urban (Group III) Program

The Urban Group III program is for local areas which have populations smaller than 50,000, and larger than 5,000. Projects include all types, from road replacements to larger expansion projects and improvements. Since a single organization is not responsible for all of Indiana's smaller communities, projects are identified, developed and built, on a project-by-project selection basis.

Rural (Group IV) Program

The Rural Group IV Program serves all rural counties, and communities with populations less than 5,000. This program is used for any variety of transportation investments but is most commonly used to rehabilitate and replace roads, or provide for new roads. Like Group III projects, Rural Projects are selected, developed and built on a statewide project-by-project basis.

Local Bridge Preservation Program

The purpose of the Local Bridge Preservation Program is to rehabilitate and replace existing local bridges across the state of Indiana. Projects are selected, developed and built statewide on a project-by-project basis.

Statewide Rail Crossing/Safety Program

The Statewide Rail Crossing/Safety Program is focused on improving rail/crossing safety. As one of the states with the largest number of rail accidents, Indiana is dedicated to improving safety at these crossings. Guidelines are used to select rail/crossing projects. As projects become ready, railroad companies perform the improvements since most crossings are the property of the railroads, and not public property.

High Priority Projects Program

The Transportation Equity Act for the 21st Century (TEA-21) authorized High Priority projects. Dedicated federal funds for these projects can only be used for the particular project for which the federal funds were apportioned.

Transportation Enhancements Program

The Transportation Enhancements Program funds projects that provide for less traditional forms of highway transportation such as bike/pedestrian facilities, a scenic highway program and streetscaping. The Transportation Enhancement Committee selects projects for development statewide. As projects become ready for construction, funds are provided to ensure they are completed.

Recreational Trails Program

The Recreational Trails Program (RTP) is a financial assistance program for the acquisition and/or development of motorized and non-motorized recreational trails projects. Eligible applicants include all units of government and 501(c)(3) non-profit

organizations. RTP is a matching grant program (80% federal / 20% match) administered by the Indiana Department of Natural Resources. Funds for the program were made available from TEA-21. Grant rounds are offered annually with applications generally available February 1, and due back by May 1.

Federal Lands Highway Program

Federal Lands Highway Program provides funding for a coordinated program of public roads and transit facilities serving federal and Indian lands. The INSTIP provides project information on the Forest Highway, Public Lands Discretionary and the Indian Preservation Roads.

National Scenic Byways Program

National Scenic Byways funds are for highways that have been designated as a national or state scenic, historic, or back-country byway. The Scenic Byways program was established in the previous federal highway act, ISTEA, and continues in TEA-21. Funds are available for technical assistance for planning, design and development of byways projects.

Public Lands Highway Program

This program is for roads within National Parks. Projects can be for a variety of purposes including but not limited to planning, construction and reconstruction of facilities, and bicycle facilities within national parks.

FEDERAL-AID DISCRETIONARY PROGRAMS

There are several other special federal funding categories referred to as federal-aid discretionary programs. Projects for funding are selected thru a process managed thru the Federal Highway Administration rather than that Indiana Department of Transportation.

Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively. In recent years, the Congress has selected these projects for funding in the programs described below.

National Corridors & Borders Program

National Corridors and Borders funds are for planning, construction, or operating projects that serve international border states and nationally recognized high-priority corridors.

Transportation & Community & System Preservation Pilot Program (TCSP)

Funding from the Transportation and Community and System Preservation Pilot Program can be used for planning, development and implementing strategies to integrate transportation and community and system preservation plans and practices.

National Historic Covered Bridge Preservation Program

National Historic Covered Bridge Preservation are to provide for the rehabilitation or repair of a historic covered bridge (listed or eligible for listing on the National Register of Historic Places); and for preservation of an historic covered bridge by installation of a fire protection system including fireproofing or fire detection and sprinklers. Funds may be used to collect and disseminate information concerning covered bridges.

ENVIRONMENTAL JUSTICE

INDOT is currently addressing new federal rules concerning Environmental Justice. The U. S. Department of Transportation's (DOT's) Final Order to address Environmental Justice in Minority Populations and Low-Income Populations was published by the U. S. DOT to comply with Executive Order 12989, "Federal Actions to Address Environmental Justice Minority Populations and Low-Income Populations," dated February 11, 1994.

The Environmental Justice (EJ) Orders require the U. S. DOT and its operation administrations to integrate the goals of these orders into their operations through a process developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA) and Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance Real Property Acquisitions Policy Act of 1970 (URA), TEA 21 and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and public involvement.

Since the passage of NEPA, the FHWA has built a framework of policies and procedures to help meet its social, economic and environmental responsibilities while accomplishing its transportation mission. Environmental Justice (EJ) is a formal expression of FHWA's commitment to the protection and enhancement of our environment. INDOT's Strategic Plan emphasizes the protection and enhancement of the environment, both natural and human, affected by Indiana's transportation system. The strategic plan emphasizes listening to and better serving all of INDOT's customers.

INDOT is making a special effort to evaluate and improve the planning and program process to ensure compliance with environmental justice regulations. As part of this initiative, improvements will be made to the planning-level statewide public involvement activities and procedures. This effort will include an outreach to minority and low income population groups. INDOT is in the process of revising its Public Involvement Procedures which will include special procedures to better communicate with minority and low-income population groups. Also INDOT is undertaking a consultant assisted Market research study working with minority and low-income population focus groups to

refine procedures to improve the Department's ability to achieve the objectives listed below.

The statewide planning process and statewide transportation improvement program is built upon a partnership based planning and programming process with the state's MPO's. INDOT recognizes the critical role that MPO's play in implementing the environmental justice regulations. As part of this cooperative process INDOT and the MPO's participated in a November 2000 FHWA Environmental Justice Workshop. INDOT participates in the cooperative transportation planning process including activities to insure environmental justice with each MPO jurisdiction. An effective statewide planning and programming process incorporates transportation planning activities under both local and state jurisdictions. Therefore, INDOT relies on MPO's to include activities to insure compliance with environmental justice regulations as part of their transportation planning work program, long range transportation plan development and transportation improvement program development activities. INDOT makes use of the demographic analysis of the MPO's transportation benefits and burdens. INDOT utilizes the MPO public involvement process and environmental justice procedures as a major resource in the development of transportation improvement projects. In rural, non-metropolitan areas, INDOT is developing procedures for the use of census data and geographic information system analysis to assist in establishing fair and equitable programs of transportation improvement.

PUBLIC INVOLVEMENT PROCESS

The public is involved in the planning process for transportation projects funded with FHWA dollars. Annually, INDOT meets with citizens across the state to discuss transportation issues, programmed projects and to provide time for public involvement in the development of their transportation programs. At the conclusion of all of our meetings this year, this section will be revised with a summary of those activities for the current INSTIP.

A copy of the Press Release advising the public of the opportunity to review the STIP is in the appendix. This year the meetings in each District were held as follows:

Crawfordsville District Meeting held at the District Office Building 201 West CR 300N Crawfordsville, Indiana Thursday, August 29, 2002 Afternoon Session: 1:30pm to 4:30pm Evening Session: 5:30pm to 7:30 pm	Fort Wayne District Scout Hall, 108 West Seventh Street Manchester, Indiana Afternoon Session: 2:30pm to 4:30pm Evening Session: 5:30pm to 7:30pm
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Greenfield District Meeting held at the shelter house in Riley Park 210 North Apple Street, Greenfield, Indiana Wednesday, September 4, 2002 Afternoon Session: 2:30pm to 4:30pm Evening Session: 5:30pm to 7:30pm	LaPorte District Meeting held at the District Office Building 315 East Boyd Boulevard LaPorte, Indiana Afternoon Session: 2:30pm to 4:30pm Evening Session: 5:30pm to 7:30pm
Seymour District Meeting held at the District Office Building 185 Agrico Lane Seymour, Indiana Afternoon Session: 1:30pm to 4:30pm Evening Session: 5:30pm to 7:30pm	Vincennes District Held at the District Office Building 5650 South US 41 Vincennes, Indiana Afternoon Session: 2:30pm to 4:30pm Evening Session: 5:30pm to 7:30pm

AMENDMENT PROCEDURES

As has been mentioned previously, the Statewide Transportation Improvement Program is dynamic. Projects, their costs, and when they are ready may change for a variety of reasons. From time to time, amendments may be made to this document. However, they will vary depending upon the type of change being considered.

When a project is located within an area that, according to the federal Environmental Protection Agency, is in non-attainment status for air quality reasons, projects must first be reviewed for adequate planning support and approval prior to their being included in this document. Once this approval has been granted, the projects will be amended and activities may proceed.

If a project is not located within a non-attainment area and a change is required, then a simpler more administrative amendment may be processed.

STIP amendments will be listed for each region on its own summary page until the next full STIP document is prepared.

Metropolitan Area Transportation Improvement Programs (TIPs)

The following TIP's are incorporated into the Statewide Transportation Improvement Program by reference. When TIP's are revised and approved, they will be specifically incorporated into this document by amendments to their respective regions. MPO's should submit their TIP's to INDOT not later than July 1 of each year to allow for timely review and inclusion in INDOT's September public hearings on the INSTIP and October submission to the FHWA.

Anderson Metropolitan Area

MPO: Madison County Council of Governments
16 East Ninth Street
Anderson, Indiana 46016
(765) 641-9482

Bloomington Urban Area

MPO: Bloomington Area Transportation Study
401 North Morton, Suite 160
Bloomington, Indiana 47402
(812) 349-3423

Evansville Metropolitan Area

MPO: Evansville Urban Transportation Study
1 Northwest Martin Luther King, Blvd. Room 316
Civic Center Complex
Evansville, Indiana 47708
(812) 436-7833

Fort Wayne Metropolitan Area

MPO: Northeastern Indiana Regional Coordinating Council
City-County Building, Room 630
Fort Wayne, Indiana 46802
(219) 449-7309

Indianapolis Metropolitan Area

MPO: City of Indianapolis
Department of Metropolitan Development
Division of Planning
200 East Washington Street, Suite 1841
Indianapolis, Indiana 46204
(317) 327-5151

Kokomo Metropolitan Area

MPO: Kokomo and Howard County Governmental Coordinating Council
120 East Mulberry, Suite 116
Kokomo, Indiana 46901
(765) 456-2336

Lafayette-West Lafayette Metropolitan Area

MPO: Tippecanoe County Area Plan Commission
20 North Third Street
Lafayette, Indiana 47901
(765) 423-9242

Louisville Metropolitan Area

MPO: Kentuckiana Regional Planning and Development Agency (KIPDA)
11520 Commonwealth Drive
Louisville, Kentucky 40299
(502) 266-6084

Muncie Metropolitan Area

MPO: Delaware-Muncie Metropolitan Planning Commission
Delaware County Building, Room 206
100 West Main Street
Muncie, Indiana 47305-2827
(765) 747-7740

Northwest Indiana Metropolitan Area

MPO: Northwestern Indiana Regional Planning Commission (NIRPC)
6100 Southport Road
Portage, Indiana 46368
(219) 763-6060

South Bend/ Mishawaka / Elkhart / Goshen Metropolitan Area

MPO: Michiana Area Council of Governments (MACOG)
227 West Jefferson Boulevard
South Bend, Indiana 46601
(219) 287-1829

Terre Haute Metropolitan Area

MPO: West Central Economic Development District, Inc.
1718 Wabash Avenue
Terre Haute, Indiana 47808
(812) 238-1561

Region One Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Two Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

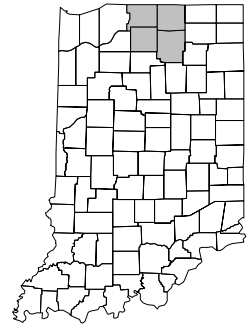
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Three Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

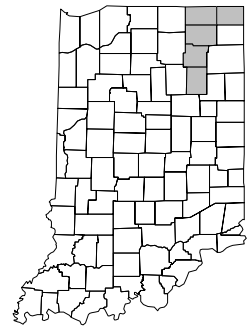
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Four Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

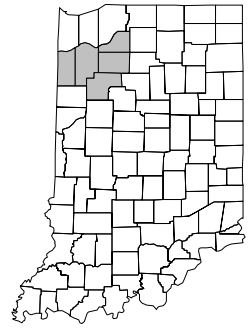
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Five Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

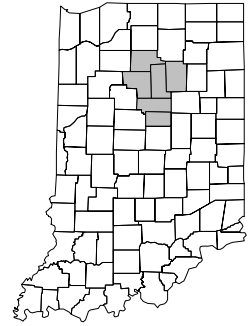
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Six Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

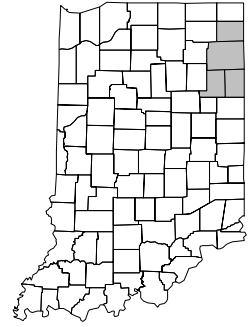
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Seven Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

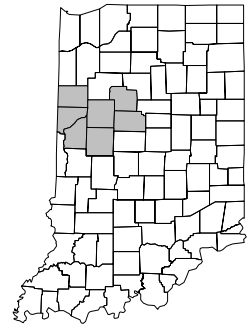
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Eight Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

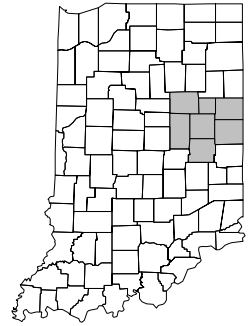
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Nine Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

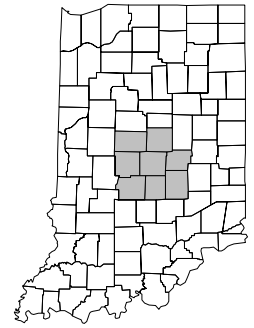
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Ten Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

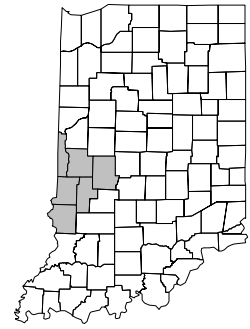
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Eleven Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

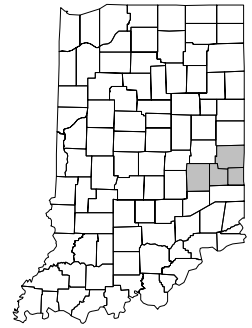
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Twelve Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

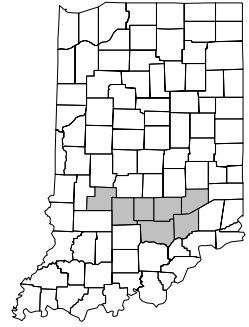
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Thirteen Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

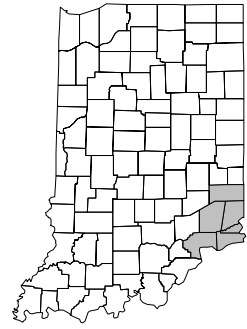
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Fourteen Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

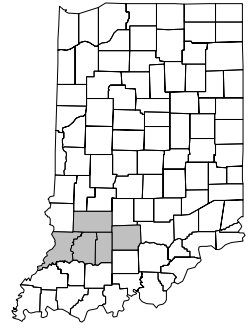
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Fifteen Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

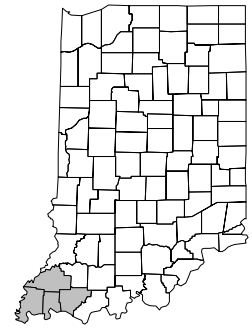
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Sixteen Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

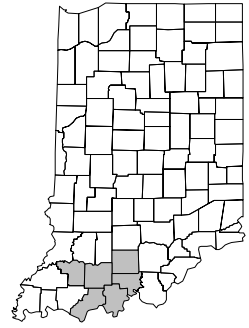
Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



Region Seventeen Summary

Are programs financially constrained:

Yes, based upon INDOT provided funding targets.

Project changes from the FY 2002-2004 STIP to the FY 2003-2005 STIP:

Projects Deleted:
(by program)

Projects Delayed:
(by program)

Projects Added:
(by program)

Other Changes:
(by program)

Projects Inconsistent with the Statewide Long Range Plan:

None.

Issues and Comments:



PROJECTS IN MULTIPLE COUNTIES



GLOSSARY

APPORTIONMENTS

“Apportionments” is another way to say federal funds. An apportionment however is not a transfer of federal funds. Rather, it is an amount of federal funds that a project may be reimbursed for costs after they have been incurred. In this way, the federal-aid highway program is a reimbursement program. Most federal apportionments also require obligation authority before they may be requested.

BRIDGE REPLACEMENT/REHABILITATION (funds)

Bridge replacement/rehabilitation funds are provided for the replacement and rehabilitation of existing bridges. These funds may only be used on bridge projects.

Congestion Mitigation/Air Quality (funds)

A type of federal apportionment begun in 1991 with the passage of ISTEA, and continued under Transportation Equity Act for the 21st Century. Congestion Mitigation/Air Quality funds are to be used for projects which reduce congestion, and improve air quality in specific urban areas that do not meet national air quality standards. A committee of local, state, and federal staff determines whether projects qualify for CMAQ funding.

FEDERAL AVIATION ADMINISTRATION

The Federal Aviation Administration (FAA) is a division of the United States Department of Transportation (USDOT). It is responsible for the administration of federal aviation administration funds and programs.

FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) is a division of the United States Department of Transportation (USDOT). It administers the federal-aid highway programs of TEA 21.

The Federal Highway Administration cooperates with other divisions of the USDOT and the United States Environmental Protection Agency to prepare and issue regulations. FHWA operates to insure compliance with those federal regulations, and provides support and assistance as requested for the implementation of the Transportation Equity Act for the 21st Century.

FEDERAL RAIL ADMINISTRATION

The Federal Rail Administration (FRA) is a division of the United States Department of Transportation (USDOT). It is responsible for the administration of federal rail administration funds and programs.

FEDERAL-AID HIGHWAYS

All public roads that are not functionally classified as either local roads, or rural minor collectors are now referred to as federal-aid highways.

FUNDING TARGETS

Funding targets are forecasted amounts provided by the Indiana Department of Transportation, for use in developing financially constrained programs. These dollar amounts are multi-year estimates of state and federal revenues only. They do not include local funds. Funding targets are revised annually, as formula data such as statewide gas consumption rates, state and federal tax collections, etc. are updated.

HIGH PRIORITY PROJECTS (funds)

The Transportation Equity Act for the 21st Century authorized 1,850 High Priority Projects totaling \$9.3 billion over the next six years. High Priority Project funds are dedicated to these specific projects, and can only be used to carry out development activities for these projects.

INDIANA DEPARTMENT OF TRANSPORTATION

The Indiana Department of Transportation (INDOT) is a multi-modal state agency responsible for carrying out transportation policies and programs for the State of Indiana. These programs involve all modes of transportation including highways, airports, railway, and bike/pedestrian transportation systems. The DOT coordinates these programs in cooperation with local government agencies.

INSTIP

The INSTIP is another name for the Indiana (DOT) Statewide Transportation Improvement Program.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation System is the use of communication and computer technology to provide people with information about current transportation network conditions. The goal of I.T.S. is to provide this information to assist people in avoiding delays and congestion.

INTERSTATE (funds)

Interstate funds are funds that can only be used for projects on the interstate network of highways. These funds are primarily used for the maintenance of the existing interstate network of highways. However, they may also be used for major improvements, and expansion of the interstate system as deemed appropriate by the state.

INTERSTATE SYSTEM

The Interstate system is a national network of highways intended to carry commerce and people across state lines, and by definition spans the nation.

LOCAL PUBLIC AGENCY

Local Public Agencies (LPA's) are another term used to refer to the cities, towns and counties that make up the smaller political subdivisions of the State.

LOCAL ROAD

A Local Road is a street used primarily to provide access to properties right next to the road.

METROPOLITAN PLANNING (funds)

Metropolitan Planning funds are federal funds for metropolitan planning organizations to carry out the planning process in their urbanized areas. This use of these funds may include but is not limited to development of the metropolitan plan, development of the metropolitan transportation improvement program, and development of the urbanized work program for planning activities.

METROPOLITAN PLANNING ORGANIZATION (MPO)

A metropolitan planning organization is an entity, which by law, has lead responsibility for developing transportation plans and programs in urbanized areas that have populations of 50,000 or more.

MINIMUM GUARANTEE (funds)

Minimum Guarantee funds are provided to states to insure they receive 90.5 percent return on its percentage share of contribution to the federal Highway Trust Fund. These funds may be used on a variety of transportation projects, just like Surface Transportation Program funds.

NATIONAL HIGHWAY SYSTEM

The National Highway System is a network of highways designated as important for national commerce and defense. It includes the interstate system of highways, but adds other highways of statewide significance as well. Some categories of federal funds can only be spent on the National Highway System.

NATIONAL HIGHWAY SYSTEM (funds)

The National Highway System funds are funds that can only be used for projects on this network of highways. These funds are primarily used for the maintenance of the existing national highway system network. However, these funds may also be used for major improvements, and expansion of the national highway system as is deemed appropriate by the state.

NON-ATTAINMENT AREA

A non-attainment area is a region of the state that the United States Environmental Protection Agency has designated as not having met national air quality standards for reducing designated pollutants.

OBLIGATION LIMITATION

Obligation limitation is the actual amount of contractual authority provided to a state within a given fiscal year. It limits the amount of apportionments that can actually be used. Historically, obligation limitation has been approximately 90% of the amount of apportionments that Indiana has received as a state.

PHASE

Phase refers to development activities for a project. Historically, there are four primary phases of a project. They are, in order: Selection, Preliminary Engineering (PE), Right-of-Way/Acquisition (RW), and Construction (CN). All projects are selected prior to their beginning preliminary engineering activities, and included in the Statewide Transportation Improvement Program document.

PROGRAM(S)

A program is a list of projects selected to solve specific transportation problems. A program is guided by a strategy, and supported by a program budget. The Interstate Preservation Program, for example, is a list of all of the Interstate projects statewide. Projects in the Interstate Program were selected systematically to preserve, and expand the interstate network of highways, in support of the statewide transportation plan. (Program strategies are listed at the beginning of this document).

RECREATIONAL TRAILS (funds)

Recreational Trails are federal funds that may be used to provide and maintain recreational trails for motorized and non-motorized recreational trail use. Types of use include trailside and trailhead facilities including provisions to facilitate access for people with disabilities.

REGION

A region is simply a geographic subset of the state of Indiana used for public information purposes. Regions are used to assist the public in finding projects that may affect them in their geographic area.

SPONSOR

A sponsor is the entity responsible for development and completion of a transportation project.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The Statewide Transportation Improvement Program is a document prepared by the Indiana Department of Transportation in corporation with the metropolitan planning organizations across the state. The document covers a minimum of three years, and lists all transportation projects that may use federal highway funds, federal transit funds, or which are “regionally significant”.

SURFACE TRANSPORTATION PROGRAM (funds)

Surface Transportation Program funds may be used for projects on any road that is not functionally classified as local, or rural minor collectors. Some Surface Transportation Program funds are sub-allocated by population. Other Surface Transportation Program funds can only be spent on safety or transportation enhancements.

TRANSIT

In general, transit refers to the bus passenger service provided to the public.

TRANSPORTATION ENHANCEMENT (funds)

Transportation Enhancement funds are a subset of the Surface Transportation Program category of federal funds. Enhancement funds may be used for a variety of non-traditional transportation activities. The Transportation Enhancement coordinator at INDOT can answer questions about these funds, and the related program.

TRANSPORTATION EQUITY ACT for the 21st CENTURY (TEA-21)

The Transportation Equity Act for the 21st century is the federal highway legislation passed by the United States Congress in 1998. It provides the law under which federal aid is used for transportation projects across the state of Indiana.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program is a document prepared by a metropolitan planning organization in corporation with the Indiana Department of Transportation. The document covers a minimum of three years, and lists all transportation projects that are expected to use federal highway funds, federal transit funds, or which are “regionally significant”.

TRANSPORTATION PLAN

A transportation plan is a document that identifies the transportation facilities and functions, which will be preserved, maintained and improved over the next 20 years. They are then used to guide the development of programs for various areas and facilities across the State of Indiana.